

REPORT

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SUPPLEMENT TO
REPORT

50X1-HUM

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CENTRAL INTELLIGENCE AGENCY

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October 1950, 12 to 15 excavators and trucks arrived at the site. The project was under the direction of the Sovromconstructie.

8. The following is the legend for the attached sketch:

- 1 - Port of Mangalia,
- 2 - Public park.
- 3 - Course of the canal.
- 4 - Single-track railroad line.
- 5 - Mangalia-Sabla/Bulgaria road.
- 6 - Metal cantilever-type road bridge under construction.
- 7 - Former flour mill; demolished to make way for the canal.
- 8 - Brusale flour mill.
- 9 - Lake Mangalia.
- 10 - Concrete road bridge.
- 11 - Small canal forming an outlet to sea from the lake.
- 12 - Town limit.

9. Notes on Lake Mangalia

- a. This is a fresh water lake. A canal about ten meters wide (No. 11 on the sketch) formed an outlet to the sea. The banks were masonry; the depth alongside was about one meter. The depth in the middle of the canal was not known but underneath the bridge it was 2 to 2.5 meters.
- b. West of the bridge up to the town limit the banks of the lake were sloping. Further to the west, however, they were rocky and precipitous.
- c. Near the bridge the depth alongside the banks was about one meter, up to a distance of 4 to 5 meters off shore. The depth in the middle of the lake increased gradually from west to east from 10 to 86 meters.

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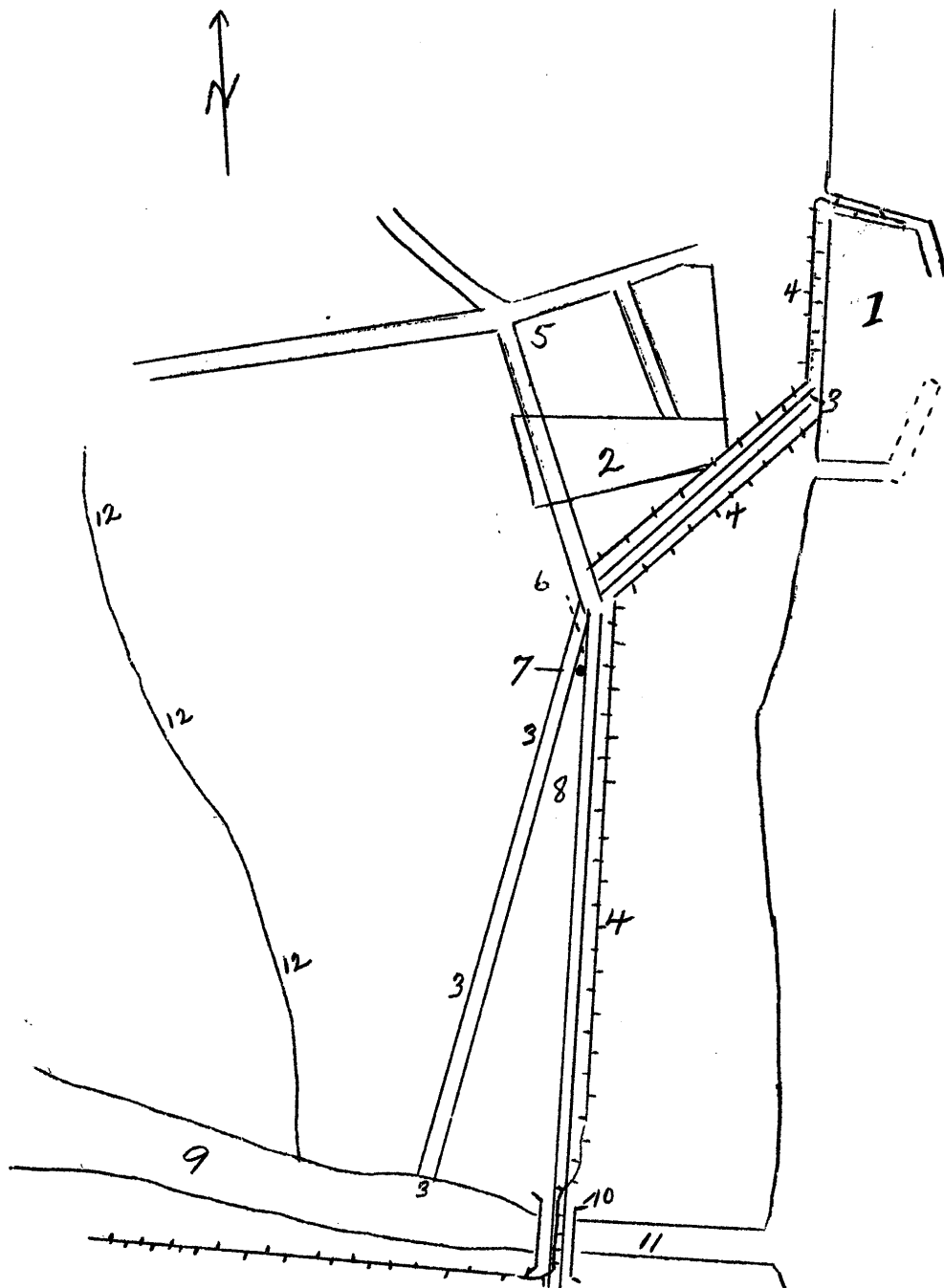
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CENTRAL INTELLIGENCE AGENCY

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Construction of a Canal for Submarines at Lake Mangalia



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